



## **South Mountain Corridor Study**

### **Citizens Advisory Team**

### **Meeting Summary**

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**Date:** May 24, 2007  
**Time:** 5:30 p.m.  
**Location:** ADOT Board Room

#### **CAT Members Attending:**

Ahwatukee Foothills Chamber of Commerce, Carola Tamarkin  
Estrella Village Planning Committee, Peggy Eastburn  
Foothills HOA, Chad Blostone  
Lakewood HOA, John Rodriguez  
Laveen Citizens for Responsible Development, Laurie Pendergast  
Laveen Village Planning Committee, Michael Norton  
Phoenix Mountains Preservation Council, Michael Goodman  
Sierra Club, Sandy Bahr  
Southwest Valley Chamber of Commerce, Don Jones  
Valley Forward, Dave Olney

#### **CAT Members Absent:**

Ahwatukee Village Planning Committee, Laurel Arendt  
Arizona Trucking Association, Dave Williams  
City of Avondale, Jim McDonald  
City of Tolleson, David Lafferty  
Gila River Indian Community – District 4, LaQuinta Allison  
Kyrene Elementary District, Terry Tatterfield  
Maricopa County Farm Bureau, Clayton Danzeisen  
Pecos Road/I-10 Landowners Association, Nathaniel Percharo  
South Mountain/Laveen Chamber of Commerce, Lisa Bray/ Linda Lujan  
South Mountain Village Planning Committee, Pamela Daniels

#### **Staff and Consultants**

Tom Keller, KCA  
Matt Burdick, ADOT  
Sally Stewart, ADOT  
Timothy Tait, ADOT

Doug Nintzel, ADOT  
Mike Bruder, ADOT  
Mark Hollowell, ADOT  
Dan Lance, ADOT  
Bill Vachon, FHWA  
Amy Edwards, HDR  
Ron Ober, PDG  
Dean Howard, PDG  
Todd Baughman, PDG  
Emily Bittner, CPR

**Citizens:**

Kerry Fehr-Snyder  
Jim Jochim  
Doug Murphy

**Action Items**

Task/Activity	Who	When
Provide information about potential new members to CAT team	CAT members	
Provide June CAT meeting agenda	KCA	
Provide topic list and allotted time per topic	KCA	

**Meeting summary:**

**Tom Keller:** We appear to be one person short of a quorum. As you recall from the Operating Agreement you wrote, we don't transact business without a quorum. That said, we have two important topics on the agenda tonight. The first has to do with membership, which we do need to vote on. The second is our future meeting schedule, topics and locations.

We could flip the agenda if Timothy Tait and Amy Edwards are OK with that. We could get ourselves ready for the meetings that follow, and in the interim, we could hope that one more person would show up.

Before we begin, let's discuss a few protocol issues. Feel free to continue to graze throughout the evening. We'd also like to welcome visitors. With regard to visitors, this team has set aside the last 30 minutes of every meeting for questions and comments from the public. It would be helpful to get them to me toward the end of the meeting. I will

read the questions and try to ensure that we don't have duplicate questions, and then pose the questions.

Let me also remind CAT members that an evaluation form for the individual sessions is in your booklet. We would appreciate it if you would fill those out so we can incorporate your feedback.

The other protocol issue is the description of establishing a quorum, under our requirements from the Operating Agreement. I'll review the agenda in just a second, but to accommodate the quorum issue, we will follow the agenda in reverse order and will manage the time accordingly.

Our rules of engagement and establishing our behavioral patterns is my job. I will make sure that every member has a chance to raise their ideas and ask their questions. If we don't have time or a place for certain questions, we will put that in the parking lot and answer the issue before or at our next meeting.

We'll start tonight's meeting by asking Timothy and Amy to address some of the topics associated with future meetings.

**Timothy Tait:** I'm with ADOT's Office of Communications and Community Partnerships. First, welcome back from your break, and thanks for being here. I was initially going to propose that the next meeting that we hold should be a review of the selection of the western section preliminary preferred alternative and the traffic study that MAG conducted before the selection. Now, I make this proposal with the assumption that we are going to complete our business tonight, which is to say the membership discussion. That way, we can move forward as a group and all of the members will have the same information going forward. The concept for the structure of that meeting was that the first half would be held with all the members of the team to review the 55<sup>th</sup> Avenue traffic data. The second half would be a broad overview of the past couple of years of work the team has put in, as sort of a catch-up for new members. We envisioned the first meeting as a transition from discussions about the CAT structure into a discussion of the study and the project itself. But I'm not sure how the group will move ahead should we not be able to resolve the new membership discussion tonight.

**CAT Member Comment:** On the MAG study, is it new? Also are you going to use the computer with all the little dots?

**Amy Edwards:** The traffic study we're talking about discussing in the meeting is the one that MAG conducted during time period after the CAT made its recommendation and while ADOT was making its decision. The study looked at traffic in the southwest Valley and the roadway's functioning in 2030. This was information that was not provided to the CAT previously, it occurred after this group made its recommendation. We want you to understand how that factored into the decision-making.

**CAT Member Comment:** Can you send us a copy a week or two before our next meeting?

**Amy Edwards:** We'll do what we can.

**CAT Member Comment:** First, regarding the MAG traffic study, the MAG people said they had their own boundaries that they study that don't include important commuting areas outside the county. We said that Maricopa County traffic hugely is affected by Pinal County. Johnson Ranch is right over the boarder. Has MAG realized that they need to make their model wider?

**Amy Edwards:** We are not able to speak to what is in the MAG model now or what was in it at the time the study was done. If you want to hear more, we could bring in a MAG representative with knowledge of the MAG model and the boundaries.

**CAT Member Comment:** Or could you bring someone in from Pinal County?

**Amy Edwards:** I do understand that the MAG model extends beyond the county, but I don't know to what extent and I would hate to address that. Someone from MAG should be the person explaining it.

**Timothy Tait:** So does this proposed meeting structure seem like the next step the CAT should take?

**CAT Member Comment:** Yes, it seems like this would be a good way to orient people.

**CAT Member Comment:** If I understand correctly, the first part of the meeting would be to review the decision, and then the second part would be for people who need to be updated?

There is general CAT agreement that the meeting should be held as described above.

**Timothy Tait:** Remember, though, before we can get to that meeting, we need to resolve the membership question. In the meantime, let's discuss potential future meeting topics. We have the following issues (posted on the large screen) so far:

- Tank farm shift
- Profile options
- Drainage options
- Air quality panel

These are topics we've already heard that would be of interest to you. Beyond that, let's discuss potential future meeting topics that you're interested in. Let me also preface this discussion. This group has a limited amount of time, and the outer limit is the end of the public comment period for the Draft Environmental Impact Statement. I can't give you a date on when that's going to be. We won't know that until the document hits the street. I

can't even tell you right now how long that clock will run once it does hit the streets. It will be at least 45 days. Once it hits the street, you need to make a recommendation because your thought needs to be included in the Final EIS. It would be appropriate for you to weigh in shortly before end of public comment period. Right now, we believe that means somewhere between February and April 2008. That seems like a long way off. And to some extent, it is. However, there are certain topics that we can't talk about in detail until the DEIS document is released. There are some topics we can discuss before it is released. Given those parameters, you can examine a few topics in great detail or a few topics in surface detail. You don't have a lot of time to talk about everything in detail.

**CAT Member Comment:** Who sets the end date for public comment and is it flexible? It seems like last time, our target date went back and forth. I'm nervous about hearing there's a hard and fast date.

**Amy Edwards:** We are shooting for a date to issue a draft to the public for review. That date is flexible because of the review process, because of the complex nature of the review process. A public review process is traditionally 30 days. We're contemplating extending that because of the complexity of the document. I'm sorry, 45 days is the traditional period of public review.

**CAT Member Comment:** And you're thinking of extending that?

**Bill Vachon:** We're looking at the final package, but yes, we're considering that.

**Mark Hollowell:** The review period could be extended if we thought there was a rational reason for doing so.

**Timothy Tait:** Regardless of whether or not there is an extension, there would be a set number of days for the review period. So, this group would need to conclude its work slightly in advance of that end date.

**Amy Edwards:** I know some of you have said that you need to look at how the data interrelates and how an issue with land use might interact with environmental justice, for example. The only way we can do that is with the Draft EIS. When we start talking about our meeting schedule and what we can discuss before and after the draft, perhaps we could have meeting that would be an open discussion about your issues in the draft.

**Timothy Tait:** Let's talk about the issues that you want us to put on the schedule.

**CAT Member Comment:** I have two issues. My first one should be fairly easy. It's been a long time since we've seen the area we're talking about. I would suggest having a bus tour of the area to see what people are talking about in terms of homes and schools. I was also thinking it might not be bad to meet someplace and turn that into a public meeting and invite the public to come and give us their opinions of what we should be looking at. I think that would help.

My second issue is a lot more complicated. As it is now, there is no way to get an accurate understanding of traffic movement without knowing what's happening, development-wise, on the Gila River Community. I hear that there are plans underway for an industrial park on I-10. I also hear they want to open the airfield out there with two 10,000-foot runways. That means there will be massive cargo arriving there, and that will change truck traffic coming back and forth. I also hear there are going to be several big box developments south of Pecos Road. There's one that I know of on the Gila-Laveen border. Not to mention, there is talk of changing federal regulations to allow non-Indian housing on reservations. We all know the problems: the Gila community won't talk to us, which is their right. But MAG is putting its head in the sand about this issue and we know that you take your information from MAG. There should be a way to quantify these developments, though. Someone suggested to me that we use the ASU decision-making theater. They're good at this kind of modeling and have already had contracts with ADOT. I just don't see how we discuss the freeway without discussing the Gila Indians. Can we do that?

**Amy Edwards:** I'll take the first and let Timothy field the second one. The bus trip is an excellent idea and we'll be able to do that. Two years ago, we did a helicopter flyover trip and showed the DVD of that trip to the group. A bus trip is something that could take four to eight hours. A DVD of a flight could be something we use long-term.

**Timothy Tait:** So I'm going to take your question about getting a better understanding of future development on the Gila River Indian Community. Some of that data might be publicly available, but the rest could be contingent on Gila River agreeing to present that information.

**CAT Member Comment:** A lot of the information has been in the papers, for instance the April 26 edition of the *Republic* carried a story with this headline: Plans move forward to develop airfield. This thing's popping up.

**Timothy Tait:** Those would be the things that are already public knowledge. What's more complex would be some idea of their long-range land use master plan. I don't know that we can commit to that, but we can commit to exploring that.

**CAT Member Comment:** Let's go someplace that could give us an idea of what each project might do to truck traffic. It doesn't have to be factual. But you can plug those guesses into a model. I think you'd see some dynamic changes from what MAG is telling us.

**Tom Keller:** All right, you have some suggested topics on the board. Anyone else have any comments?

**CAT Member Comment:** I'm not sure what profile options are.

**Amy Edwards:** Let me explain what each of these topics means. The tank farm shift does not mean moving the tanks. What we looked at is, with the alignment of the W55,

we shifted the alignment to the west to avoid taking property directly associated with that facility. We could present the alignment change and its impact.

Profile options. This deals with depressing the freeway along Pecos Road? The second element would be the options – open cut, tunnel – for going through South Mountain.

Drainage options. That actually goes hand-in-hand with depressed freeway options. If we go underground, it has a significant impact on drainage.

Air quality panel. This is envisioned as a way to have experts come in and discuss air quality as a panel. Due to the information that's involved in that discussion, we would present that panel after the Draft EIS is made public. That way, you and those experts on the panel would be able to see detailed information about our calculations. The experts would be representatives that this group could choose.

**Tom Keller:** Anyone want to say if these are of interest to you?

**CAT Member Comment:** The other CAT member raises a good point about taking a tour. You shouldn't sit on this committee and not see the impact of the freeway. I also think that we should have a meeting facility on the east side. I suggest the Pecos community center.

**Timothy Tait:** When we set this meeting up, we hoped that it would be the last CAT meeting here at ADOT and we thought we could possibly do it at Pecos.

**Tom Keller:** A CAT member suggested using the South Mountain education center, just north of the mountain. We checked into it and it closes in the early afternoon. But Pecos is available.

**CAT Member Comment:** I would like to see the aerial tour that you've already done.

**Amy Edwards:** Do the previous members have a copy?

**CAT Member Comment:** I don't know.

**CAT Member Comment:** Yes, I have mine. My kids love it.

**Amy Edwards:** We can make sure to redistribute to everyone.

**CAT Member Comment:** I'm worried that new members don't have all the background information. What about discussing all the alignments?

**Amy Edwards:** I don't know if you have a complete notebook of the past. But it includes a summary of every technical report. There were more than 20 technical reports that addressed all the west side alternatives and the Pecos Road alternative. A lot of material

in the notebook was not discussed in this group because we focused on the west side in previous meetings. Perhaps we could go through that information in the catch-up meeting.

**Tom Keller:** Would it help everyone to know what would be available for a meeting topic in the months ahead and what will have to wait until after the Draft EIS?

**Timothy Tait:** Air quality will have to wait. Tank farm shift is something we can share now.

**CAT Member Comment:** So you're proposing having someone come in and talk about this specific proposed freeway and the air quality impact vs. having someone come in to talk about the impact of freeways in general on health.

**Timothy Tait:** Yes, it was my understanding that the panel would talk about air quality information specific to this project.

**Amy Edwards:** The panel really could be whatever the group wants it to be.

**CAT Member Comment:** I don't understand why you would wait until you have the draft EIS to present air quality information.

**Timothy Tait:** We want the panel and the CAT members to have access to the air quality data, which we will release in the Draft EIS. We're trying to maximize the value of the panel to this group.

**Amy Edwards:** The intent of the panel was to have people who you think are important to have on there. Having the panel after the Draft EIS release gives them the opportunity to review the information and for you to review the information.

**CAT Member Comment:** We could do more than one meeting on air quality, especially considering the nature of air quality here. There's a lot going on now with air quality. If we don't submit a plan that meets muster by Dec. 31, some of us may be asking for sanctions, including the loss of federal highway dollars. There is a lot going on with ozone, including having a more stringent ozone standard. A lot what creates the ozone levels being high in the Valley come from this part of the Valley. But maybe I'm in the minority.

**Timothy Tait:** Let's air that suggestion.

**CAT Member Comment:** I don't think air quality has been discussed in detail. I like the earlier suggestion of looking at previous studies. Maybe that Oregon study gives us an idea of what to expect in communities located next to freeways.

**Tom Keller:** This discussion plays an important role in the discussion we were supposed to have about membership. One of the ideas was bringing air quality experts as panelists



rather than having them as seated members of the team. This sounds like one of the areas where that issue applies.

**Timothy Tait:** Let's get back to the list of topics. Profile options. From your perspective, is that something you want to talk about immediately or would we need to wait?

**Amy Edwards:** For each of the first three items, we could generate a summary similar to what we have done in the past.

**Timothy Tait:** What else do you want to talk about?

**CAT Member Comment:** I'd like to see something on traffic congestion studies and how this will or will not address traffic congestion over the long haul.

**Timothy Tait:** Sort of like a 101 course in traffic planning and congestion planning?

**CAT Member Comment:** Maybe going beyond the 101 level. We see a lot of projections about adding five or six more lanes to this freeway and that our traffic woes will be solved. There's a city to the west that has demonstrated that well, although they have mass transit now.

**Timothy Tait:** So something that will present what it means if it's built, what it means if it's not built?

**CAT Member Comment:** I have an issue that I know I asked about, but I don't think I ever got an answer. How much of the traffic that is already in Estrella and Laveen will get on that freeway and get out? For instance, at 51<sup>st</sup> Avenue and Baseline, how much of a reduction are we going to see in our three-mile long rush hour that goes on for three hours?

**Timothy Tait:** That sounds similar to the issue of what does it mean if it's built, what does it mean if it's not built. Is that a fair characterization?

**CAT Member Comment:** People want to know what impact the freeway will have on their lives. That's a big quality of life issue.

**Tom Keller:** Other topic ideas?

**CAT Member Comment:** How about mass transit alternatives?

**CAT Member Comment:** I think that's a good idea, too.

**Timothy Tait:** Is that topic part of your process to coming to a recommendation on this proposed action?

**CAT Member Comment:** It is for me.

**Tom Keller:** Here are some next steps. We'll put together a topic list and dates with enough detail so that it can make some sense. Some of these we'll have to discuss over more than one session because the allotted time won't be enough to have a good discussion. With the list, you can make some decisions about which topics you want to discuss at which month.

**Timothy Tait:** We'd like to sequence the schedule so knowledge builds on knowledge.

**CAT Member Comment:** This thought goes with the air quality issue. We routinely got pamphlets on how horrible freeways are for air quality from people who would attend previous meetings. But I want to see data on the impact of traffic moving two feet every three minutes and about how much pollution that is putting in my village, vs. if they got out of my village in 20 minutes. Time and speed affect air quality. Highways aren't the only thing that are bad. The level of air quality is worse in my village.

**Tom Keller:** The level of detail for each of the meetings will be lined out in the proposal we give you. Bill, is there anything we've discussed here that you think you won't be able to release?

**Bill Vachon:** Air quality is most complex of all the issues. People in our resource center and our legal people need to look at that section of the Draft EIS before it is released. I don't see any problems with discussing all the other ones.

**Tom Keller:** I want to reiterate that we agreed to put forth our best faith efforts. That means we may have to adjust our topics or meeting dates based on best information or new information. That's still OK, right?

**CAT Member Comment:** It's better to have relevant quality data than to have us meet here just to chat.

**Tom Keller:** Does anyone have anything else before we can move on to the additional topics we can discuss without a quorum?

**CAT Member Comment:** Maybe we should combine our discussion about the tank farm shift with the W55 discussion.

**CAT Member Comment:** Sure.

**CAT Member Comment:** What about the truck stop?

**Timothy Tait:** I wouldn't consider those factors.

**CAT Member Comment:** When you do the tank farm topic, it would make all of us feel warm and cozy if you had Homeland Security information letting us know it's not a concern to them.

**Timothy Tait:** We have their clearance in writing. I don't know about bringing a person in to discuss it for the group. But I assure you, we do have clearance for that proposed action. Obviously there are homeland security implications.

**CAT Member Comment:** We're the ones who pointed it out. A letter from them saying it's safe would be enough of an assurance to satisfy me. I was the one who said Tim McVeigh's brother could park a Ryder truck on that ramp and blow us all to smithereens. I can't believe that Homeland Security thinks that what you're doing is good.

**Amy Edwards:** We have a letter and can review it to see if we can release it to you.

**CAT Member Comment:** Wildlife?

**CAT Member Comment:** And wildlife corridors.

**Amy Edwards:** So the connectivity issue.

**Tom Keller:** We'll prepare an outline with a suggested timeframe for these topics and when we recommend they actually be presented.

**Timothy Tait:** Do you think that based on the time discussion, you have enough time to discuss these issues without meeting three times a month? Do you think this seems achievable?

**Tom Keller:** We've discussed needing multiple sessions on a topic like air quality. That may lead to a scenario that it may be more than once a month that we meet.

**Timothy Tait:** I just want some concurrence that we're setting a reasonable expectation.

General consensus that time is adequate.

**CAT Member Comment:** I would like to extend an invite to the Gila River community to present on the issue of archaeology and anything that may affect their community.

**Timothy Tait:** That invitation is extended and there are two members of the CAT who are members of the GRIC.

**CAT Member Comment:** The GRIC put together a traffic study, right? I thought it laid out the plans for the community.

**Amy Edwards:** You're probably referring to the borderlands master plan, but it's not a public document.

**CAT Member Comment:** Going back to something from earlier in the meeting, can we get extra copies of the aerial DVD so we can give them to members of the public?

**Timothy Tait:** That's a good idea.

**Tom Keller:** We went about five minutes over our allotted time on that topic. We still don't have a quorum. We have another issue we can discuss without a quorum. Where will we meet next? We've heard a suggestion for the Pecos community center. Those dates have been reserved and confirmed. The other suggestion from last meeting, the South Mountain education center, won't work because they close the doors too early for our meetings.

**CAT Member Comment:** The only problem with Pecos, assuming that we're meeting at 5:30, is called rush hour.

**CAT Member Comment:** I'll resign from the committee if you hold it there. If we drive here, we're all driving opposite traffic, even the Ahwatukee people.

**CAT Member Comment:** It would make it much easier for the public to be involved if we hold meetings at Pecos.

**CAT Member Comment:** This isn't where the public is supposed to be involved.

**Tom Keller:** Please give people the courtesy of completing their thought.

**CAT Member Comment:** It gives people the option to see what's going on and be transparent.

**CAT Member Comment:** You've got a large group of retirees that can't drive over here. I'm not going to complain driving here from my community. I'm doing it for my community. I'm here for nearly 10,000 residents of my community. If members of this community can't drive an extra 10 minutes, they shouldn't participate.

**CAT Member Comment:** The last time I went to Ahwatukee, it took two hours. I'm not going to do that at \$3 a gallon.

**CAT Member Comment:** Is it on a bus route?

**Timothy Tait:** There is a park and ride, and there is a bus.

**CAT Member Comment:** Can we change the time so we meet and avoid rush hour?

Scattered comments to agree.

**CAT Member Comment:** If we know far enough ahead, we can plan around that.

**CAT Member Comment:** If you have it around 2 or 3, I can plan around that.

**Tom Keller:** It's not up to me, it's up to you.

**CAT Member Comment:** The CAT is not set up so all the people in Ahwatukee can come to this meeting.

**CAT Member Comment:** That time would be worse for me, because I don't have a car.

**CAT Member Comment:** I'm flexible. I can come at 2 or 3, but not 7 or 8.

**CAT Member Comment:** The public is bigger than we are. We need to always bear that in mind and be respectful of that. It would be nice if I could take the bus there and back. That said, I'll do what we have to do. By doing it earlier, are we going to preclude the working public from participating? Because most people do work a little late.

**CAT Member Comment:** Maybe you could have a shuttle from here to Pecos.

**CAT Member Comment:** For them to say that there's only Ahwatukee people interested in these meetings, there are communities on both sides that are interested. Because there is no way to get around the mountain. So you'll be precluding all the people on the west side from getting to the meeting by holding it in Ahwatukee. They're saying the voices of their community are stronger than the voices of the other communities. That's why you need to find a happy medium for a location.

**CAT Member Comment:** I won't drive across town, period. I told my organization I would attend most of the meetings, but with the cost of fuel and with the distances we're talking about, I probably live as far as anyone, maybe further. It's a half hour here. I'm living in the southwest Valley.

**Tom Keller:** Well, we have no voting opportunities here. And we have a significant divide on where we can meet.

**CAT Member Comment:** One alternative would be to alternate. I have a fuel-efficient car and I would be happy to have three other people carpool with me.

**CAT Member Comment:** That's a version of what I was suggesting. Could ADOT shuttle us down there from here?

**CAT Member Comment:** I'll go wherever the meeting is and I also have a fuel-efficient vehicle.

**Tom Keller:** We will have to figure out where we're going to meet next time. But we don't have a quorum.

**CAT Member Comment:** Let's meet here until we can decide. As a default location.

**Timothy Tait:** We can do that. At this point, it sounds like the next meeting is shaping up to be a discussion on membership.

**Tom Keller:** Let's clarify. So the next meeting is here, before we go on that topic?

**Timothy Tait:** When is the next meeting?

**Tom Keller:** We've had significant discussion about keeping Thursday nights.

**Timothy Tait:** That would put us at June 28.

**CAT Member Comment:** Thursday nights are generally good for me. The City of Phoenix Parks board meets on the same date. So that might be a problem for me. I think they shut down for the summer. But I have that potential conflict.

**Timothy Tait:** Now, here we are in May, and we don't have a quorum based on the guidelines the group approved for itself. Do we need to meet in June or should we wait to regroup? I don't know that we're making good use of your time here.

**Tom Keller:** We were only aware of one person who couldn't make it and had an excused absence.

**CAT Member Comment:** Did people respond in the affirmative, that they would be attending?

**Timothy Tait:** Two people indicated they weren't going to be here. One said their replacement would be here. Do you think we should we push pause on the group for the summer?

**CAT Member Comment:** This is why I voted against having a quorum. The people that care come to move on. The people that voted for it are the people who aren't here are the people holding us back.

**CAT Member Comment:** I voted for it and I'm here. One thing would be to let everyone know that we weren't able to conduct business. People need to give an honest assessment of whether they're really going to show up. If we're not going to have a quorum, we shouldn't meet.

**Tom Keller:** It's my understanding that you represent other organizations and if you can't come, you should have a replacement.

**CAT Member Comment:** Do we need to get this membership thing settled? Do we need to call a special meeting before the 28<sup>th</sup> of June?

**Tom Keller:** We also need to resolve the quorum issue. Because this doesn't get better over time.

**CAT Member Comment:** Even though we can't vote, we can discuss membership, right?

**Tom Keller:** We can use your time that way tonight. If you'll recall we asked you to prepare information on proposed new members and to give us information about the groups you were suggesting. We've prepared two slides, one showing membership requests as of last meeting, and then one slide showing all the new requests since then.

**CAT Member Comment:** I talked to all three of the Chandler groups and they came up with one person. <The suggested representative is named>

**CAT Member Comment:** Which is he involved with?

**CAT Member Comment:** The East Valley Partnership. And he serves on the Chandler transportation committee.

**Tom Keller:** We'll have a vote at the next meeting to determine if he can participate in the CAT. So here's the new list. On the air quality issue with the health groups, what was the thinking in terms of added value as a seated member of the team vs. bringing someone in as a panel member as we discussed earlier?

**CAT Member Comment:** I know of four HOAs in Laveen that should be invited. When we started, they wanted Laveen HOAs and there weren't any. Now there are four. They're major stakeholders because they live on both sides of this monstrosity. But this complicates the quorum idea. There's a major problem with the idea of adding more representatives when we can't even get a quorum now.

**Tom Keller:** Last time we put it on the CAT members to go back to these groups to get more information.

**CAT Member Comment:** I can provide more information on the Public Health Association. It's made up primarily of people with a background in health. They work in the community on a variety of issues: air quality, community design, healthy living. They offer a holistic health perspective. The Maricopa County Asthma Coalition is primarily focused on air quality, and is doing a lot of work in the schools on air quality issues and asthma and relates a lot to transportation.

**Tom Keller:** And the balance can be there between serving as seated members vs. their expertise?

**CAT Member Comment:** These are people who live in the community. So they have that perspective.

**Tom Keller:** Have these groups expressed an interest in participating?

**CAT Member Comment:** I've mentioned it to them. They're clearly interested in what happens with the freeway.

**Tom Keller:** We have a similar situation with the Foothills Reserve HOA. They've recently moved their association from the builder to the homeowners. They had a meeting to talk to the ADOT folks. They request participation. They're right on Pecos Road.

**CAT Member Comment:** What about Club West?

**Timothy Tait:** Club West is on next slide.

**CAT Member Comment:** They have 2500 homes. I thought Timothy mentioned that he was going to talk to some of those HOAs.

**Timothy Tait:** At the last meeting, we asked the group to bring specific suggestions. Once the group decided – first – that it wanted to add new members, then the decision would be made on which groups to invite. We want to see the current members bring forth suggestions of specific organizations to invite to the current process. Then we will reach out to those organizations.

**Tom Keller:** We haven't figured out where we want to meet and we're hamstringing over a quorum issue. We will certainly remind people that they represent organizations and they held up business. One of the things we all agreed on was that it was critical that we got our membership under control at this meeting and it didn't happen. If this body can't get enough people here to get its own membership resolved, what are we doing?

**Timothy Tait:** Are we going to be able to accomplish what we need to get done during the summer or should we just say we'll come back at the end of August?

**CAT Member Comment:** We should move forward with a membership and catch-up meeting. Then a tour could be done. Then we could start the hard work in September. We're up against a timetable. How many months can we sit and not do anything and not be up against that endpoint?

**CAT Member Comment:** One other thing, and maybe it doesn't affect everybody. But I'm getting confused about what these meetings are for. Is it completely about edifying us about issues? I don't get the process. Maybe I need a tutorial. I have no idea what topics I want to talk about. What impact do they have? I'll do whatever is necessary to come to the meeting.

**Tom Keller:** That was the first hour of the first meeting. Do we want to get back together? Why are we here?

**CAT Member Comment:** There's a lot of kids still in school, so people are probably still around. We could have an interim meeting in two weeks.



**Tom Keller:** We can, assuming you can identify a date and time and location, we can make calls. The CAT felt it was urgent to schedule an interim meeting. We can't guarantee whether people will show up.

**CAT Member Comment:** What about an e-mail vote?

**Timothy Tait:** We need to flesh out membership discussion in person. We need to conduct these meetings in the spirit of open meetings law. We need to have these discussions so they're accessible to the public.

**Tom Keller:** That's ADOT's position. What about your position?

Scattered comments not to vote by e-mail.

**Dan Lance:** You can take a poll on e-mail about when you're meeting next. But a membership discussion needs to happen in person.

**Tom Keller:** So, we will e-mail people to communicate about the next meeting.

**CAT Member Comment:** Let's do Thursday in two weeks, or Thursday in four weeks.

**Timothy Tait:** We can pencil in June 7.

**Tom Keller:** We'll make the calls.

**Timothy Tait:** We'll proceed with caution. We will want some firm commitments to make sure we have enough people to conduct business.

**Tom Keller:** This is unacceptable.

**CAT Member Comment:** Don't beat *us* down, we're here. Talk to those people who aren't here.

**Tom Keller:** One more order of business. It's time for questions from the public.

None.

Meeting adjourned at 7:25 p.m.